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June 2012







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# Anzeiger

Volume 52 No. 5  
June 2012



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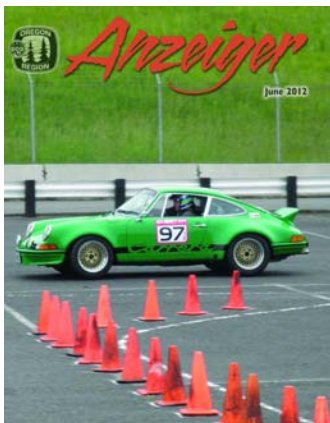
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## ON THE COVER

Mike Skinner's heavily modified 73 Carrera RS replica, "Kermie." Photo by Michael Pinto.

## Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, refer to page 28.



# Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.
2. One who informs.

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Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to [classifieds@oregonpca.org](mailto:classifieds@oregonpca.org). Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

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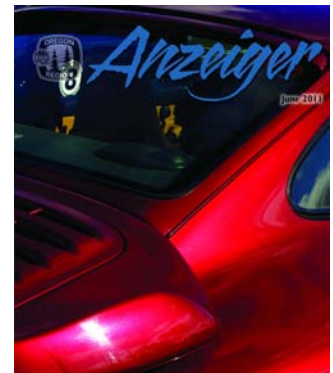
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Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

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# Oregon Region Events 2012



## *June, 2012*

- 4 ORPCA/BMW HPDE @ PIR
- 9 Arrive & Drive
- 10 Autocross 4 @ PIR
- 12 Board Meeting
- 15-17 Rose Cup Races @ PIR
- 20 Monthly Club Dinner and Social
- 21-24 Northwest Passage

## *July, 2012*

- 1 Autocross 5 @ PIR
- 6-8 Portland Historic Races @ PIR
- 10 Board Meeting
- 14 Arrive & Drive
- 18 Monthly Club Dinner and Social
- 19 HPDE @ ORP
- 20 HPDE Lapping @ ORP
- 31 ORPCA/BMW HPDE @ PIR

## *August, 2012*

- 5 Summer Picnic
- 11 Evo School @ Packwood
- 12 Autocross 6 @ Packwood
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 18 Drive and Hike
- 23 ORPCA/BMW HPDE @ RMP
- 24-26 PCNA Special Event @ RMP
- 25 Covered Bridges Tour #3
- 26 Covered Bridges Tour #4
- 27 ORPCA/BMW HPDE @ PIR

## *September, 2012*

- 8 Arrive & Drive
- 8 HPDE @ ORP
- 8 Sunset Swap Meet
- 9 HPDE Lapping @ ORP
- 9 Autocross 7 @ PIR
- 11 Board Meeting
- 19 Monthly Club Dinner and Social

## *October, 2012*

- 9 Board Meeting
- 13 Arrive and Drive
- 14 HPDE Lapping Day @ PIR
- 17 Monthly Club Dinner and Social
- 20 Autocross 8 @ PIR

## *November, 2012*

- 4 Autocross Awards Banquet
- 13 Board Meeting
- 14 Monthly Club Dinner and Social

## *December, 2012*

- 8 Holiday Party
- 11 Board Meeting



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## Looking Forward to a Great Northwest Passage

**W**e are looking forward to joining many of you for the Northwest Passage on June 21 to 24, which will take us on a driving tour into Northeastern Oregon, Southeastern Washington and Idaho for three days of aerobic driving, good food, cool beverages and camaraderie with our fellow drivers. We have about 30 cars attending this year. Although the hotels have now released the blocked rooms there still may be an opportunity to join us if there are still rooms available. Please call me at 503.221.6262 or send me an email at [president@oregonpca.org](mailto:president@oregonpca.org) if interested and we will do our best to accommodate you.



Photo from 2011 Northwest Passage by Brian Hranka.

**O**ur next board meeting is June 12. As part of this meeting we will review the action plan from our last Executive Session which was held at Secretary Joe McQueen's home on May 10. We discussed Perpetual Awards, Communications Integration and Member Participation ideas during a four hour marathon meeting.

**I** can share with you that we plan to slightly reduce the number of awards handed out annually at the Christmas Party and better define their individual attributes as well on a newly designed website page. We also will better define going forward the individual roles of our website, *Anzeiger* and the email blast as relates to the overall communication within the club by these three information sources. Finally, the board decided that we will work to better reward our individual volunteers and allow our event chairs more latitude in how to implement this for their own volunteer teams.

**A**t our last board meeting Treasurer John Brams shared the monthly financials with the board and reported that we have had a slight negative cash flow for the club so far this year. This is not uncommon early each year since we are required to put deposits down for track and tour event venues prior to realizing any incoming revenue. John  
*(Continued on next page)*



## PRESIDENT'S MESSAGE, CONTINUED

*(Continued on previous page)*

has recently confirmed that we are in full compliance with Federal 501(c) 7 rules for non-profit corporations as well. Finally, he will be providing quarterly budget updates during the year for event chairs so that they can monitor their progress toward meeting the annual budget goals.

**V**ice President Eric Freedle continues to lead our Arrive and Drive team and reports excellent attendance this spring and early summer so far. If you have not attended one of these events we encourage you to do so; there is no charge, they don't take much time during the day, and it is a great way to meet new club members while enjoying the handling characteristics of your car. Also, make sure you attend the Rose Cup Races this year on June 15 to 17 at Portland International Raceway and support Porsche Club Racing. Eric and his team await your registration now on [motorsportreg.com](http://motorsportreg.com) and hope you can join us at the Porsche corral under the tent!

**A**s always, please check the ORPCA website for updates on upcoming events this summer and fall. Load them into your calendar now. Registration for many events is simply a matter of logging on to [motorsportreg.com](http://motorsportreg.com) and this website allows you to sign up many months in advance.

I look forward to seeing you at a summer event soon! ■

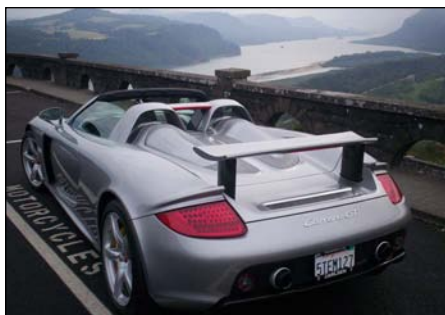
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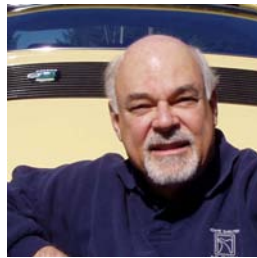
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## Evidence Defies “Slower is better” Logic

**T**here’s an old axiom that we’ve all heard: “Speed kills!” For as long as I can remember, safety advocates have clung to that belief in their efforts to slow everyone down. Now we have fresh evidence that appears to fly in the face of the slower-is-better community. The U.S. Department of Transportation released a new study by the National Highway Traffic Safety Administration in December that found annual traffic deaths in this country had fallen to their lowest level in 60 years. Think about that. Many, if not most, of the nation’s highways are not in the best condition. There are more autos and trucks on the road than ever before—remember that the average new car is easily driven well over 100,000 miles—so we’re hanging onto our cars much longer; and we’re still seeing nearly 15 million new vehicles sold here every year. There are more potential driving distractions, like cell phones and texting devices. We’re driving more miles (about three trillion in 2010).

And in spite of efforts to prevent it, motorists are driving faster. We’re comfortable maintaining 70 mph on the freeway, although economy-conscious drivers tend to use a lighter foot when gasoline prices approach four bucks or more a gallon. All the preceding would militate against fewer fatalities. So why is the highway death rate falling? New cars and light trucks are safer than ever, with better brakes, better tires, multiple air-bags, anti-skid technology, and stronger bodies that withstand crash forces and protect occupants much better than their counterparts of even four or five years ago. There’s tougher DUI enforcement.

Now, I’m not going to dispute the obvious fact that a motorist is more likely to suffer fatal injuries in a 60 mph crash than one at 25 mph, but a national highway system that was designed to safely accommodate 65-70 mph traffic under good conditions should be allowed to do so. My opinion is that it isn’t speed that causes accidents; it’s the difference in speed between vehicles. Someone who insists on driving 55 when everyone else is driving 65 is an accident cause waiting happen; unfortunately, those motorists are rarely cited.

**W**ell, the Gooding auction at Amelia Island in March certainly set the collector-car world abuzz, especially with the prices realized on the various excellent Porsches put up for bid. You’ve likely already heard about the huge prices paid for the 917-K30 Can-Am Spyder from the collection of the late Matt Drendl, as well as his 934, 935, 944GTR, 962 ... the list goes on. Gooding grossed over \$34 million on 70 lots of 74 offered.

Looking beyond the obvious headline-makers, though, I spotted another amazing price—\$264,000 for a 1956 Speedster, and a Super at that, not even a four-cam. A ’62 S90 B coupe brought a decent \$86,000, another B Super coupe brought \$93,500, and a 1960 B roadster realized \$148,500. The spring’s absolute show-stopper, however, was realized at RM Auction’s Scottsdale event, an item that I’d missed catching earlier ... a 1958 Porsche 356A 1600 Speedster that brought an astonishing \$335,500 including premium. Unbelievable. All it takes is two determined bidders to run up the price.

**M**ark your calendars—The new “LeMay—America’s Car Museum” opens officially June 2 in Tacoma. The new facility boasts 165,000 square feet of floor space and will house over 500 cars, exhibits, and related materials.

Until next month, drive safely! ■





## A Rose Bed and the Power Slide:

### My Beginnings with Speed, Sport and Fun

**L**ike many of you, I can trace my fascination with wheels all the way back to my bicycles. In and of themselves bicycles weren't the cause of my obsession ... But I started to dream.

I still remember the fear of falling and the training wheels holding me up until I got going. As I picked up speed, I found the training wheels a hindrance in the corners as I could only lean over so far. That's when they came off and I was free to really go at my peril.

You go along quite awhile becoming confident in your mind as to how fast you can take a corner. But then you learn other things like not being tentative and keeping your feet up when slowing. One of the worst crashes I had was putting my foot down in front of the pedal while the bike was still moving. Hitting the back of my left knee, the combined mass levered my body forward off the seat, sending my face into the pavement. Mom cried as she wiped the gravel out of the rash on my forehead and chin. Another shirt ruined, this time with blood. Mind you, we had no bicycle helmets in those days.

Perhaps I should mention the bikes themselves. My first bike was a small very basic Elgin(?) in maroon (with training wheels) followed by a larger Columbia (blue and cream) with a horn integrated in the "tank" and a light (more like a flashlight with D-cell batteries) mounted on the front fender; what we today call a "cruiser."

After the cruiser came a black, 24", JC Higgins sold by Sears and made in Austria by Styr-Puch. With a Sturmey-Archer three-speed rear hub and a little generator to power the front light, this "English bike" with its narrow tires would really fly—but soon after our family moved to California in '58, the "car culture" hit me. The bike got stripped down to basics, painted fluorescent green and my "troubles" began. *(Continued on next page)*



## SPINNEN, CONTINUED

*(Continued from previous page)*

John Dryer, one of my best friends at the time, was a total motor head. Having met in junior high school, I used to ride my bicycle from our house on Jumilla Avenue in Woodland Hills, five miles to West Hills to visit him. There was always something going on. One day it was a 200 cc Villiers engine being sized up for a go-kart. The next day would be his neighbor tuning his Matchless motorcycle. We used watch him make “plug runs” up and down the alley behind the houses. I’m sure the neighbors hated it, but we kids were just glued to the sight and sound of that big single. Then, there was playing “Ascot.”

The real Ascot Park was a dirt track oval located at 183rd and Vermont Avenue in Gardena, CA. Races were held there and televised on occasion. John and I, seeing the racers power slide through the corners, wondered if we could do that on our bicycles. After several attempts on bare dirt, we found that locking the rear brake going into the corners would slide quite well—but powering out of the corners was another matter entirely. No matter how hard we tried, even in our lowest gear, our feeble legs just couldn’t seem to break the rear wheel loose in a sustained fashion. What to do?

John’s backyard was big enough to make a circle track of sorts. Of course, Mrs. Dryer’s rose bed along one side of the yard was “off limits” to racing. In Southern California, roses don’t grow very well without frequent watering. One day, I had arrived early and John and I wanted to race but we had to wait while his mom finished watering her blooms.

As John and I circled, water began to run across the track at one end (Mrs. Dryer was soaking the bed and hadn’t shut the water off completely) leaving a muddy corner. At first, we were annoyed with this situation as the tires would sink down into the mud. Soon it became clear that keeping up speed would clear the mud, but you had to pedal your way through. While doing so, John discovered that he could spin the back wheel while clearing this section and that gave him an idea. Water down all the corners!

We spent some days figuring out just where to water down the track. At first we did the whole track, but that just messed up our corner entry “technique” of sliding into the corner as complete lack of traction put us on our duffs most of the time. Finally, we got to the point of watering the corner exits and part of the straight so the “slide-then-pedal” routine produced the desired effect. It was tough finding the right lean angle vs. pedal thrust. Too little pedal, and the rear wheel wouldn’t spin, too much pedal, and you’d fall on your duff again. All of this got pretty sophisticated (for us) and we’d naturally run enough laps to exhaust ourselves, John’s little brother Don, and the neighborhood kids. We even got to the point of having a racing program with John announcing on a megaphone during heats and main events. We’d even throw in a plywood “jump” or two for the “TT” events. I’m not sure which was the most fun—jumping, or trying to make the longest power slide possible. Either way we’d wind up filthy and covered in mud and dust. In the summer, we’d just wear swim trunks and sneakers and hose down afterward, including the roses. All of this happened before the dawn of Schwinn Stingrays and BMX, let alone the Porsche Bike RS, MAMILs (Middle Aged Men in Lycra) and Cyclocross.

After junior high school, John and I parted ways as we lived in two different high school districts, only to touch base again in 1971 when he briefly opened his Malibu BMX track to Moto-X, which I was doing at the time. We had a great time remembering those beginnings and John, as always, was doing the announcing. In ’72 the bicycle bug hit again as Ann and I both bought bicycles. Ann’s Peugeot Mixte got sold after we moved to Oregon but my Schwinn Sports-Tourer (also green but the catalogue says “Kool Lemon”) still hangs in my garage.

I lost track of John and his little brother, Don, but I read of them now on the internet as a tiny part of the history of BMX. As for me, I need to get that Schwinn back down and start riding again ... And dream.

KEEP SPINNEN ■



# April 28 HPDE at Oregon Raceway Park

by Kim Taylor / Photos by Signa Vernholm

**A**s HPDE Chair, I first want to send everyone a BIG THANK YOU for taking a chance on the weather at ORP in April! You were rewarded with FABULOUS weather.

It was not a profitable event for ORPCA, but we wanted to honor our commitment to you all and not cancel the event. I want to thank all of the volunteers that helped make our event run smoothly! Keith Martin (new Co-CDI), Tom Whiteley (Registrar), Bill Laitolait (pre-grid), Cherie Oldenburg, Kathleen Berhens and Signa Vernholm (all on-site registration, food and tower operations).

We were very excited to welcome back some old friends—James and Shari Gregory—at Black Flag, pre-grid and tower operations. We have missed them very much! We are hoping that they will be able to join us in July and September.

We are looking forward to another ORP event on July 19 and 20. Please sign up early for this event. Tell your friends ... please promote us when you can. Remember, we are taking new Novices at ORP this year!

For the Advanced and Instructor participants, the group (Porsche Train) is running a two day event the Monday and Tuesday (July 21 and 22) following our event. These guys run a great lapping event! Please contact Roland Bauhart ( [ballstothewall@porschetrain.com](mailto:ballstothewall@porschetrain.com) ) for their schedule and pricing.

Also, we are running our PIR events in conjunction with BMW ACA this year. Please sign up for those events, too. Those dates are: June 4, July 31, August 27.

See you at the track! ■



# Arrive & Drive and L to McMinnville

by Eric Freedle / Photos by Ben Brown and EC Mueller

**T**he first Arrive & Drive of the season is always met with trepidation—will it rain or shine?

On May 12, the sun gods were smiling on us as most of us were sporting hats and glasses, not umbrellas!

After waivers and the drivers' meeting, 35 drivers and their navigators embarked on some very nice twisty rural roads out of Millers Homestead restaurant. Such a joy to be leading a group of happy Porsche drivers with Ben Brown's nice example of an '87 black Carrera Targa in my rear view mirror.

The second leg proved to be more of a navigational challenge for some of our cars further back in the line, due to some spreadsheet errors by yours truly. In spite of my efforts to get people lost (hence the L in the title), everyone ended up at the Bald Peak State Park and were treated to spectacular views from a 1600+ foot vantage point. Did you know the park is higher in elevation than Sunset Summit on 26 to the coast?

After grouping up the Porsches, we headed down some very tight S-turns into the town of Laurelwood. NICE! After just a few blinks of an eye, we headed south toward McMinnville and got stuck behind a truck pulling a travel trailer. ARGH! Yet all was better after he turned off—zoom-zoom.

For those who elected to do lunch with the group, we were treated to an outside patio essentially to ourselves at the Golden Valley Brewery in McMinnville—let the bench stories begin! Hope to see you at the next one hosted by Randy Stolz on Saturday, June 9. ■



Above: Where to? Photo by EC Mueller. Left and below: Stopping at Bald Peak State Park for a beautiful view. Photos by Ben Brown.



**See more Arrive & Drive photos on following page**



## ARRIVE & DRIVE, CONTINUED



Above: Nice lineup of Porsches. Photo by Ben Brown.  
Left: Five happy Porschephiles enjoying the sun!  
Photo by EC Mueller. Below left: After some navigational challenges we arrived at our destination. Photo by Ben Brown. Below: Eric Freedle and Ben Brown's Carreras. Photo by Ben Brown.







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# Autocross 3 is a Mother's Day Treat:

Keeping the Tradition of Speed for Mom Alive

Story and Photos by Michael Pinto

Over the last few years, ORPCA has made sort of an unofficial tradition out of having a Mother's Day Autocross, even offering all moms an extra run and/or rides in cars (my mother-in-law got her first taste of Autocross a few years ago in the passenger seat of both the Chapman's 914-6 and Britain Smith's 914-6 Mod-Class racecars!). This year looked to be different until the change-of-plans necessitated by the double-bookings. No less than eight ladies, most of them moms, made driving their gift on Mother's Day and some more even came to volunteer or spectate.

The weather was hot, sunny, and hot. Did I mention it was hot?

Mutterings of 90 degrees abounded through the paddock. So Autocross Co-Chair Kathy Smalley decided to punish the complainers by making them run 10 times. Yes, ten, as in the number of fingers you (hopefully) have. At \$35 to pre-register for ORPCA members, that's a grand total of \$3.50 per run. Now that's what I call a return on investment! Fortunately for the participants not from sunnier climates we were actually all wrapped up by around 1 p.m. Over three times the average runs of most Autocrosses, and home in time for tea—what more could you ask for?

Well, hot action on track, of course! The big story leading into the event was if a Porsche had what it took to nab the Top Time of the Day. Gary Chapman ironed out the foibles from last month and set a blistering 32.159, winning M01 and taking the points lead from an absent Greg Olsen. Pamela Chapman took second on the day and in the points with a 34.448 for her Mother's Day present. Only each driver's top seven results from the season's eight races are counted, though, so it's still too early to call anything for the year-end titles.

In the Improved classes Cary Kutter took the solo victory in I02 again in his gorgeous Carrera (with Brumos-inspired number plates). Will anybody dare to mount a challenge to him this season? In I01, Richard Averitt's mechanical gremlins returned on his 914, knocking him out of runs early and resulting in a third place. Sean Ressler for another second place and your author scored the victory on the day, and the points lead.

P02 continued its wild un-predictableness, this month featuring Bill Thorp atop the standings with a blistering 33.683! This is the third different winner in as many events in the most populous of the Porsche classes. Jim Parks held onto second on the day and is tied for the points lead now with Bill. Just 1 point back is Eric Freedle (third in event) and one point aft of him is Kathy Smalley (fourth). Paige Swenson takes her third consecutive fifth place finish, showing great consistency. *(Continued on next page)*



Above: Racing wheel and tire.

**See more Autocross photos on following page**

## AUTOCROSS 3, CONTINUED

*(Continued on next page)*

Jeff Gretz took the solo win in P03 and none of the P01 drivers made an appearance for competition. Rumor has it that Barry Cogut, P04 leader, was trying to roller-ski in Packwood, WA.

Rick Slavin became the only three-peat driver this season, taking the S01 victory by .8 over Bryan Brock. Newcomer Chris Sherland was third in a Cayman with fellow newcomer Veronica Brock in fifth in a rare 968. Pete Sherland took a massive four-second victory in S02, but back-to-back winner David Meharry was conspicuously absent. I can't wait to see those two duel it out! Sean Vanderheiden's second place put him atop the points.

On to the crazy and diverse NP-S where a new winner emerged again, Carl Tanner with a 33.981 in a 350Z. Trevor Turner-Rice nabbed second in his Z4 and surprise standout Erik VanDyke took third in his 1999 Dodge Neon, putting him in second in points, just three shy of the leader, Brian Brummell.

Alright, enough suspense. The only class that can really put a challenge to TTOD is NP-R where racing slicks, turbo kits, and pro drivers roam. Repeat winner Dallas Cutler (who may have been roller-skiing with Barry) was absent, but it didn't matter as Stephan Ryabinin stepped up in a big way with his LS1-swapped Datsun 240Z for an epic 31.952 run, just nipping Gary's Porsche by .2 to take Top Time and the NP-R victory! Tom Kotzian was right in the mix with a 32.229 in his Corvette Z06 with Jim Pileggi hot on his heels with a 32.559 in his turbo Miata.

So the moms got their speed rush, the participants were provided a massive amount of runs on a super-fast course, and a good time was had by all. At least, by those of us who weren't trying to roller-ski in some remote Washington town ...

Full results can be found at [www.oregonpca.org](http://www.oregonpca.org) in the Events section under Autocross and then 2012 Event Results. Pictures of Autocross #3 are available free at [www.facebook.com/CascadeRacing](http://www.facebook.com/CascadeRacing) and while you are on Facebook, don't forget to join the Oregon PCA Autocross Group at <http://www.facebook.com/groups/369426646803/>. ■



Left: Car # 25, Todd Averitt, 1971 Porsche 914, I01, third. Below: Car #22, John Gonzalez, 2005 Dodge SRT-4, NP-R, seventh.



**See more Autocross photos on following page**



## AUTOCROSS, CONTINUED



Clockwise from top: Car # 12, Kathy Smalley, 2000 Porsche Boxster, P02, fourth; Car # 59, Cary Kutter, 1974 Porsche 911, I02, first; Car # 174, Larry Sause, 1989 Chevy Camaro, NP-S, 17th; Car # 891, Edward Choe, 2006 Mazda MX-5, NP-S, ninth.



# ORPCA/BMW HPDE at PIR

Monday, June 4

**J**oin ORPCA and BMW ACA on June 4 at Portland International Raceway for this HPDE event.

Registration for this event is on [motorsportreg.com](http://motorsportreg.com) for anyone with a track-worthy car.

Please take some time to review the event on [motorsportreg.com](http://motorsportreg.com) or our new and improved website ([www.oregonpca.org](http://www.oregonpca.org)).

We will have four run groups with instruction available.

We all look forward to seeing you all out there enjoying learning the limits of your cars!

If you have any questions that are not answered on our website or [motorsportreg.com](http://motorsportreg.com), please email Kim Taylor at [hpdechair@oregonpca.org](mailto:hpdechair@oregonpca.org) or Tom Whiteley at [hpderegistration@oregonpca.org](mailto:hpderegistration@oregonpca.org) ■



## June Arrive & Drive

Saturday, June 9

**E**njoy some of the best driving roads in the five county area with the monthly Arrive & Drive.

The second Saturday of each month, starting in May and extending into October (we will not have a A&D in August). Each drive is roughly 60 to 100 miles in length and finishes in under three hours. It's a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally, a navigator that doesn't get motion sickness to Miller's Homestead (17933 SW McEwan Ave. Tigard, OR 97224, 503.684.2831) no later than 8:45a.m. Drivers' meeting takes place at 9:00 a.m. sharp, but many arrive early at 8:00 a.m. for a no-host breakfast. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. This is a no fee event.

Club contact: Eric Freedle, 503.936.0816, [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) ■





# Everything You Need to Know About Autocross 2012!

**Schedule:** The schedule is below, and is posted on the ORPCA website. You can also find more information for the ORPCA events and schedule them on a personalized calendar on Where2Race.com. We have updated the classes to match the current small region PCRs. Please review the ORPCA website to see where your car is now classed.

**ORPCA AX Test & Tune:** This will be organized similar to a normal event, however times will not be recorded or scored.

**ORPCA Spring Break-Out:** There will be an Autocross Drivers Skills Clinic in the morning. This event is geared to novice and rookie drivers. We are limiting entries to 16 drivers. Following the Autocross Skills Clinic, we will hold the ORPCA AX#1 with a start time of 10:30 a.m. This will be a championship points event.

**Packwood:** There will be an Evo School (Phase 1 & 2) held on Saturday. ORPCA AX #6 will be held on Sunday and this will be a championship points event. Note the start time of 8:30 a.m. to allow people to arrive Sunday morning if they choose.

**Registration:** All registration for the ORPCA Autocross events will be done on MotorSportReg.org2. Registration for all events is open now. Registration for non-ORPCA members will be open two weeks prior to the event. Registration will be closed for all events at midnight the Wednesday prior to the event. All participants who pre-register for an event will receive a copy of the course map via email before the event. There will be no refunds for any ORPCA Autocross events.

**2012 Autocross Season Pass:** The 2012 Season Pass will include all championship points events. It does not include the Test & Tune Session or the Drivers Skills Clinic. Group Price: ORPCA Members: \$245; Non-ORPCA Members: \$280

If you were to attend all of these events, the ORPCA member pre-registration fee would be \$280. We are offering an discount for the AX Season Pass. The total registration fee for the year is \$245, for a savings of \$35 (equivalent to one event).

For non-ORPCA participants, the pre-registration fee is \$340 for all events. We are offering the same discount, bringing the total registration fee for the year to \$280, a savings of \$40 (or equivalent to one event).



By purchasing the Season Pass, you are automatically signed up for all events, guaranteeing a slot and avoiding missing the registration window. You will also be emailed a copy of the course map after registration is closed on the Wednesday before an event. Registration for the 2012 Autocross Season Pass will be open until March 9 (before the start of the first event).

Sorry, there are no refunds or credits for missed events.

**2012 Championship Points:** Participants must attend at least five of the eight events this season to be eligible for class trophies. Each participant is allowed to drop one event for the season. Trophies will be awarded based on class participation. A key change to the championship this season is that we will be dividing the Non-Porsche class into two categories, Race Tire (NP-R) and Street Tire (NP-S). Race Tires are defined as any tires with treadwear ratings of 140 or below. We will count points and present trophies for both Non-Porsche classes. To be eligible for class points, participants must run at least five events in the same class and retain the same car number throughout the season, regardless of the car they campaign. Any and all Porsche cars (as defined by the PCA

rules) will be ineligible for the Non-Porsche class (i.e. a Porsche with a non-Porsche engine is regarded as a Non-Porsche in the PCA rules).

**2012 Reserved Car Numbers:** The ORPCA database has been wiped clean for all participants who did not attend more than one event last season as well as all Non-Porsche entries. The remaining reserved car number will be distributed on a first come, first served basis. If you wish to reserve a number in the database for the 2012 season, please review the following:

1. Numbers below 100 will be reserved for ORPCA members. If you are a non-ORPCA member, your number will be over 100.

2. Numbers will be assigned on a first come, first served priority and you will retain that number the entire season. You will be notified if conflicts arise with your number selection.

3. Per our Autocross rules, each car/person combination you wish to enter needs a unique number. If you plan to share your car with another person, each person needs a unique number for the car. If you plan to run various cars throughout the season, please request a unique number for each combination.

4. When you request your number, please provide the driver's name, year, make and model of the car, and the ORPCA class you will be running. Remember, if you are not running a Porsche you will be automatically assigned to either the NP-R or NP-S (Non-Porsche) class.

5. Once your number is assigned, it will be yours for the entire Autocross season.

Number reservations will close on March 1. Please e-mail AXRegistration@oregonpca.org with your requests. ■

## Next Event: June 10 at PIR

June 10

AX 4 @ PIR

September 9 AX 7 @ PIR

July 1

AX 5 @ PIR

October 20 AX 8 @ PIR

August 11/12 AX 6 @ Packwood

# Rose Cup Races 2012: 52nd Anniversary

June 15-17 at PIR



**T**he Portland Rose Festival is proud to bring the Rose Cup Races to PIR, celebrating the 52nd running of one of amateur auto racing's oldest traditions. Come and support the racing community and show off your car at the same time.

Porsches to Formula cars, Vipers to GT's, Miata's to Vintage —400 racers from all over the country compete for regional points in 25 different classes. The Rose Cup Races, the oldest amateur auto racing event west of the Mississippi, is sure to excite all that attend!

Your \$40 registration fee includes a three-day admission ticket for a driver and a guest, one corral pass for the Porsche, an event program and the ever popular parade lap on Saturday and Sunday. Note: corral passes NOT available at the track.

The car corrals will be on the south side of the race track. We ask that you have your Porsche in place by 10:00 a.m. each morning.

Go to [motorsportreg.com](http://motorsportreg.com) to order your three day ticket. Note: order deadline is May 10, 2012.

Club contact: Eric Freedle, 503.936.0816, [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) ■

## June Social & Dinner

Wednesday, June 20, 6:00 to 8:00 p.m.

### FAMOUS DAVE'S

7121 SW Nyberg Street

Tualatin, OR 97062

503.486.5631 [www.famousdaves.com/Tualatin](http://www.famousdaves.com/Tualatin)

Hosted by: Mike and Mary O'Connor

Social Hour: 6:00 - 7:00 /Dinner Hour: p.m.

RSVP: [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org)

**T**he Famous Dave's BBQ restaurant in Tualatin, Oregon serves up award-winning barbeque ribs and hickory-smoked meats in a casual, family-friendly atmosphere.

Famous Dave spent 25 years perfecting America's favorite styles of barbeque, like our hickory-smoked ribs and Georgia chopped pork slathered with our own Rich & Sassy® BBQ sauce. And if hundreds of national and regional awards don't convince you – the great taste will. Our menu also features smokin' sandwiches, mouthwatering burgers, garden fresh salads and homestyle desserts all served up in a casual, down-home atmosphere with toe tappin' blues. ■





# The 2012 Northwest Passage “Wheels to Walla Walla”

Sponsored by Chubb Collector Car Insurance and Sunset Porsche Audi

Just think—three days of doing your favorite thing—driving your Porsche on “twisties.” And not just any twisties—we’re talking about smooth, scenic, twisty roads in remote areas, so remote that time is measured in geologic proportions.

The type of driving you bought your Porsche for and live for is the primary theme of the Northwest Passage. We’ve done our best to keep the roads as interesting and fun as possible, with the absolute minimum use of freeways and busy highways. But, as fun as the driving may be, you have to make some accommodations for your navigator. So we keep the route to a manageable 250 miles per day target, with numerous opportunities for rest and scenic stops along the way, and with some non-automotive diversions thrown in too.

You have probably noticed that just driving alone to nowhere in particular is not that much fun. You need friends to share the experience, and you need a destination to give the trip a reason to be.

The friends part is easy. With 30-40 cars on the trip, there will be no shortage of people to drive with during the day, and to share route stories with at night.

The primary destination this year is Walla Walla. If you haven’t been there lately, it’s not the sleepy little town in the middle of wheat fields that define nowhere. The Walla Walla area is now a world class wine growing region, and home to over 100 wineries with new ones opening all the time. The host hotel is the Marcus Whitman, the grand old hotel in town that was the subject of a recent multi-million dollar restoration that has made it one of the premier small hotels in the Northwest. The secondary destination is Joseph, Oregon.

As they say, an army marches on its stomach, so you will encounter sumptuous lunches in the most unlikely places along the route. Dinners will be pretty special. We have winemaker dinners arranged at two of the top Walla Walla wineries, each featuring catered gourmet food and top wines in an unbeatable setting.

The Northwest Passage is the premier tour event of the year. This, the 15th year of the event, promises to stand out as one of the best. We wish to thank **Chubb Collector Car Insurance** and **Sunset Porsche Audi** for their generous sponsorship. If you haven’t participated in the Northwest Passage before, this is the year to give it a try and find out why it enjoys one of the most loyal followings of any event we do.

For a detailed itinerary and registration information please email Jim North at [james.north@morganstanley.com](mailto:james.north@morganstanley.com) and he will send you an email back with the registration packet attached in PDF format. You can also call him at his direct office line at 503.221.6262 with any questions you may have. As always, the number of cars is limited and hotels book early so we encourage you to make your reservations now! ■



## “Wheels to Walla Walla”

June 21 - 24, 2012

Itinerary & Registration: Jim North

[james.north@morganstanley.com](mailto:james.north@morganstanley.com) / 503.221.6262

# Portland Historic Races

July 6 - 8 at PIR

**T**he 2012 Portland Historic Races features an entry list of more than 250 historic race cars to take place July 6-8, 2012, at Portland International Raceway, 1940 N. Victory Blvd., Portland, Oregon. The Historic Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 600 collector cars and hot rods, a food and wine pavilion, an autocross, and a kid's zone.

The ORPCA is offering a ticket package consisting of a three-day admission for two adults, one car corral pass, and the ever-popular parade lap. The three-day package can be purchased for \$50 through [motorsportreg.com](http://motorsportreg.com) and the order deadline is June 8, 2012. We ask that you have your Porsche in the corral located in the infield of the track by 10:00 a.m., so please make time allowance to cross over the track into the infield. Entry to the infield will use Turn 8 (north side of the track). Come out and make the Porsche car corral larger than other car clubs. ■

REGISTRATION DEADLINE : June 12, 2012

[www.motorsportreg.com](http://www.motorsportreg.com)

COST: \$50 for three-day ticket package

CLUB CONTACT: Eric Freedle, [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org)

503.936.0816



# Porsche Parade 2012 in Salt Lake City

July 8 - 14



**T**he Porsche Parade is the PCA's annual convention. It is a week-long extravaganza of car events, tech sessions, social events and FUN. Whether you like to autocross, rally, tour or concours, there is plenty to do and see. Attendance is roughly 2000 people, most of whom arrive in their beautiful and much-loved Porsche automobiles. In addition to all these fun activities, the Parade is a great family vacation. It provides you with the opportunity to visit a different area of the country each year, as well as the chance to catch up with all the Parade friends you only see at Parade.

In addition to the traditional car-related activities, you can enjoy a golf tournament, a 5K Run/Walk, RC Car racing, and the Tech Quiz. We will offer numerous tours to local attractions to introduce you to the great Salt Lake City area, as well as give a little free-time to relax and enjoy it. We also promise plenty of opportunities to socialize with friends new and old. The Parade is the best of PCA all in one action packed week. Don't miss out! For more information, please see <http://www.pca.org/Activities/Parade.aspx> ■



# Summer Tour & Picnic

Sunday, August 5



**P**lease join us on Sunday, August 5 for what is sure to be another great ORPCA picnic! Our Summer Tour & Picnic starts off Sunday morning at 11100 SW Murray Scholls Place (24-Hour Fitness parking lot in Beaverton). Please be at the meeting place no later than 9:30 a.m., as the driving tour leaves promptly at 10 a.m.

The driving tour will wind its way through some great western Washington and Yamhill County rural roads and ends at a beautiful winery in the Dundee Hills. We'll have another exceptional catered gourmet lunch with tastings of Estate-Grown Pinot Noir and Pinot Gris wines. This year wine tasting, wine with lunch, and beer is included.

Reservations must be made in advance no later than July 22. This event is limited to 40 cars so please register early!

To register, go online to <http://orpca.motorsportreg.com> and search for the Summer Picnic event. For questions, please contact Jeff Gretz at 503.915.2364 or [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com) ■

Below: Photo from Summer Picnic 2010 by Bob Ellis





# Resource Directory

## Auto Upholstery

Guy's Interiors . . . . . 503.224.8657

## Collector Cars

Monte Shelton Motors . . . . . 503.224.3232

## Financial Advisor

Morgan Stanley . . . . . 503.221.6262

## Mortgage Banking

Summit Mortgage . . . . . 503.819.9712

## Paint and Body Works

JM Motorsports . . . . . 360.577.9171

## Porsche Service & Repair

Canyon Auto Rebody. . . . . 877.489.2520

Collision Rebuilders . . . . . 503.226.6311

Heckmann Thiemann . . . . . 503.233.4809

Marque Motors . . . . . 503.293.5386

Matrix Integrated . . . . . 503.443.1141

Stuttgart Autotech . . . . . 503.635.3098

Sunset Imports . . . . . 503.641.8600

## Porsche Sales & Service

Carrera Motors . . . . . 541.382.1711

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## Racing Simulators

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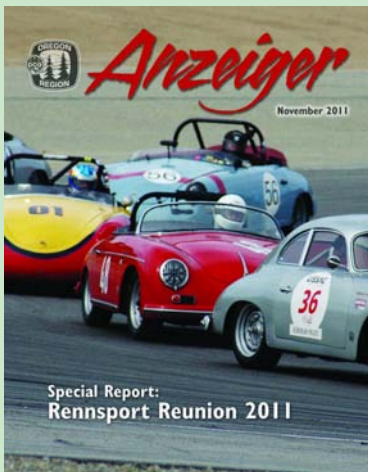
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## Announcing the *Anzeiger* Cover Photo Contest!

**G**rab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. Enter as often as you like.

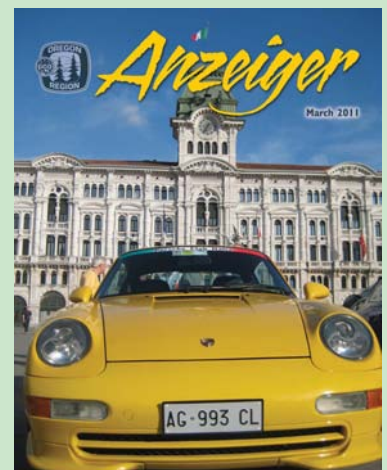
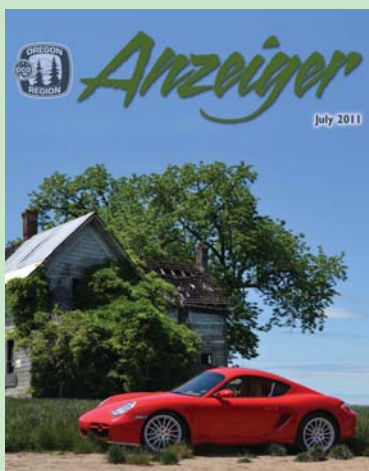


**Details: Picture Format:** Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

**The fame:** Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

**Send your entries to: Bob Schatz, Photo Editor. at**  
**[bob@allusaarchitecture.com](mailto:bob@allusaarchitecture.com)**





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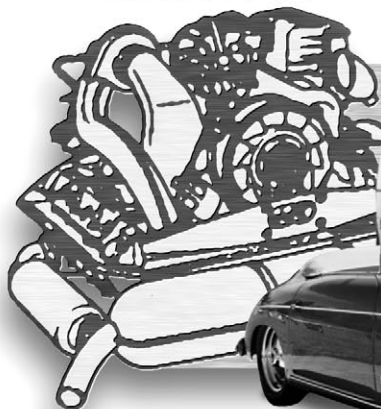
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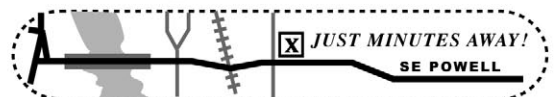
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### 5 Year Anniversary

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Carol Faris  
Don Irwin  
Sue Irwin  
Paul Kennington  
Kathryn Kennington  
Greg Thompson  
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### 10 Year Anniversary

Earl Green  
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### 20 Year Anniversary

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# Marketplace



## ■ CARS FOR SALE



1964 Autodynamics Formula Vee. Ground up restoration ... 1200cc Race engine ... with trailer ... Location: Vancouver, Washington ... Health forces sale ... See photo ... Price \$6800 OBO ... E-mail scottm9411@aol.com or Scott at 503-504-2415. Please contact me for additional information or pictures. (3/12)

## ■ OTHER



Porsche 911 Outdoor Car Cover (incl. lock) + Front end cover for Porsche 911 Carrera. Smooth-fitting outdoor car cover featuring full-color Porsche logo. Water-repellent fabric protects your Porsche from extreme weather. \$175. (New \$320) Gabi Kirkemo, cell: 971.409.2852 (6/12)



For Sale: Pair of Porsche power Sport seats in Grey Beige Leather. Passenger is very nice, driver needs a little bolster work. With tracks and motors. \$550 OBO. Michael Pinto at amx310@gmail.com or 360-510-3666. Can deliver to ORPCA Autocross. (5/12)

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2ea 255/40R17 @ 6/32" left.  
\$300/set - Randy - 503.524.8888  
paellero@comcast.net (4/12)

**See page 4 for information  
on placing Marketplace advertising**

## Looking Ahead to Driving Events!

### June, 2012

- 4 ORPCA/BMW HPDE @ PIR
- 9 Arrive & Drive
- 10 Autocross 4 @ PIR
- 21-24 Northwest Passage

### July, 2012

- 1 Autocross 5 @ PIR
- 14 Arrive & Drive
- 14 HPDE @ ORP
- 15 HPDE Lapping @ ORP
- 31 ORPCA/BMW HPDE @ PIR

